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CLASSIFICATION ~~SECRET~~COUNTRY Germany (Soviet Zone)~~CONFIDENTIAL~~REPORT NO. TOPIC Grossenhain AirfieldEVALUATION 25X1PLACE OBTAINED DATE OF CONTENT 5 January 1951DATE OBTAINED 25X1DATE PREPARED 2 February 1951 25X1

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

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1. Aircraft seen on the Grossenhain (N 52/A 01) airfield between 10 a.m. and 4 p.m. on 5 January 1951 included: ten jet fighters with swept-back wings; one jet fighter with fuselage stop; three low-wing monoplanes with radial engines; one single-engine, high-wing monoplane; and one biplane.

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2. The three single-engine, low-wing monoplanes were flying. The sky was partly cloudy and the visibility varied from 2 km to 10 km. The landing field was packed with snow approximately 20 cm deep. Before and during the flying, the runway was cleared of snow, but sand was not spread on it. (3) One of the three planes took off toward the west, made a large swing almost as far as Dresden (N 52/F 29), and then returned to the airfield from the east along the approach lane. The course of the plane was corrected with the engine throttled back; the landing flaps and landing gear were not operated. The throttle was opened wide when the plane flew about 20 meters above the runway and then the same maneuver was repeated. Each plane made about 12 such approaches. All radio installations were occupied during the flights. (4) Three men with headphones were seen in a radio truck on the approach lane southeast of the field. They also operated a telephone apparatus.
3. A radar set with ears, located approximately 800 meters north of the runway and north of the airfield, rotated during the flights. In size and shape it was similar to the set previously seen in Rechlin (N 54/U 33). (5)
4. The radio installation with four masts previously seen in the western approach lane was still there. Two overhead cables led from this installation to a radio installation with one mast farther south. (6) The radio truck of the latter installation was replaced by a wooden hut from which several overhead lines led to a switchboard, and from there to the main building on the field. The radio installation southeast of the field had a motile power unit.

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5. In the southeastern extension of the runway there were eight yellow landing lights approximately 100 meters apart. As they extended towards the southeast their distance from the ground increased. (?)

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- (1) Two fighter regiments, composed mainly of Mig-15s, are believed to be stationed in Grossenhain. Their presence was last confirmed by [] The number of conventional fighters still assigned to the regiments is not known. The jet fighters with swept-back wings are Mig-15s; the jet plane with fuselage step is Type 16 jet plane, used as trainer; the low-wing monoplanes with radial engines might be IA type aircraft or Yak-11 fighter trainers; the single-engine, high-wing monoplane is probably a Yak-11; and the biplane is a PO-2.

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- (3) It appears that the runway must be free of snow for flights with conventional type aircraft but it has not been determined if jet aircraft can take off or land on runways that are packed with snow.

- (4) The aircraft apparently practiced blind flying approaches by means of landing beacons.

- (5) [] a radar set on the northern edge of the landing field in August 1950. [] Since the set was not seen since August, it was possibly set up at another undetermined location. However, the set which was seen at this time also might be the same one seen at the field in August. The radar set probably belongs to the fighter division headquarters stationed in Grossenhain.

- (6) The radio installation, probably an Adcock DF, was previously reported [] For location sketch of radio installations, see Annex.

- (7) The lights in the eastern approach lane were previously reported. [] They are located between the beginning of the runway and the first landing beacon.

1 Annex: one sketch on ditto.

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